



# RUDDER FLUTTER

Serving Idaho's Aviation Community for over 70 Years

Vol 63, Issue 1

## They call her “The Bull”

By Tammy Schoen, Editor

From the moment she came into view, I knew there was something special about her. Man, she was a beauty! The color scheme and design captured your attention and made you dream of flying with her, wind in your hair, free of the bonds of the earth.

There were a lot of incredible aircraft specimens at the Smiley Creek airport that day, but I was drawn to her time and time again. I just couldn't take enough photos of her. I asked around until I was finally introduced to Ben Scott, the lucky individual who owns her and, thankfully, was more than happy to tell me about his amazing work of art.

This is her story:

On November 29, 1929, Keith Scott placed his verbal order for a Stearman Model 4E biplane. With options including a reserve fuel tank, retracting landing lights, flare tubes for night landings, radio, wheel pants and a “relief tube,” the final delivery price was \$18,107.50 – quite a hefty sum for 1929. But the investment was certainly worth it.

Lloyd Stearman referred to her as the finest airplane he ever built. She was faster than military planes of the day, faster than the other mail planes. She was also larger than most biplanes, seating two passengers in the big front cockpit. Model 4s built for mail service had a front mail pit and were known as Speedmail Seniors. The



**Stearman Speedmail Jr. 1930 Model 4E Serial 4005, NC663K**

passenger variant was called the Speedmail Junior.

Of the 40 Model 4 Stearmans built, only 11 were 4Es. The 4E substituted the big Pratt and Whitney 1340 Wasp, with 450 horsepower, for the 300 horsepower Wasp Junior and Wright engines used on other models. This earned her the nickname “Bull Stearman.” This gave her the range to fly Reno to Los Angeles nonstop, the power to climb straight west out of Reno without circling. She was definitely the “Cadillac” of executive airplanes of the 1930s. Standard Oil had four.

The “Bull” took her place in the Scott Motor Company fleet, joining a C3B



**Tammy Schoen and “The Bull”**

### The Bull

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# From the Administrator:



## Being the Gracious Host

"This place is Disneyland!" announced the pilot who had just

arrived from Arizona. I had finished self-serve fueling in McCall when I approached Mark, the next pilot in line. He and his wife were zipping off to the Idaho backcountry with an overnight stay at Smiley Creek. Mark was flying with a group who had come up from Arizona for an entire week of backcountry flying. One of the pilots was the current President of the Arizona Pilot's Association. Brief encounters like this remind me of the many out-of-state pilots we host every season. A first impression of Idaho might begin with you. It's so important for all Idaho pilots to be gracious hosts, as well as mentors.

The FAA reports 4,850 Idaho pilots. Nearly 1,000 pilots and passengers arrive here from out-of-state each year. All of these visitors come to enjoy the finest GA flying in the country. For us, it's a great responsibility and opportunity to provide a safe environment for pilots to test their skills and obtain instruction specifically relevant to Idaho's terrain.

Part of being a good host is providing personalized coaching and advice to match each pilot's desire and ability. Early this year, I received a call from a Bonanza pilot from Ashville, NC who took issue with the limitations placed on Johnson Creek during a busy

fly-in weekend. After reading about Johnson Creek in a national magazine, he really wanted to experience the airstrip en route to Seattle.

After inquiring about his experience, I concluded a busy, mountain airstrip was not the place for this pilot. I enthusiastically helped him plan a new route to some less challenging, but equally scenic airstrips. I also called ahead to prepare the caretakers for his visit. The day of his departure, I checked in with him to provide a weather briefing, and the caretakers warmly greeted him upon arrival. I wish you could have heard the excitement in his voice. This aviator really did sound like he was going to Disneyland.

Along with the Idaho Division of Aeronautics, I appreciate how our local pilots, FBOs and airport managers generously welcome and offer local knowledge to our many out-of-state visitors. Not only is being a gracious host rewarding, it goes a long way in reaching our goal of becoming the most popular GA flying state in the country.

Tailwinds-

*Mike Pape*  
ITD Aeronautics Administrator

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3483 Rickenbacker St., Boise, ID 83705

Website: <http://www.itd.idaho.gov>, Ph: 208.334.8775

Rudder Flutter Editor: Tammy Schoen  
Email: [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)

Graphic Design: Pauline Davis, Jared Tuttle

The Idaho Transportation Department (ITD) is committed to compliance with Title VI of the Civil Rights Act of 1964 and all related regulations and directives. ITD assures that no person shall on the grounds of race, color, national origin, gender, age, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any ITD service, program, or activity. The department also assures that every effort will be made to prevent discrimination through the impacts of its programs, policies, and activities on minority and low-income populations. In addition, the department will take reasonable steps to provide meaningful access to services for persons with Limited English Proficiency.



# "The Bull"

## Continued from page 1

Stearman and Fokker F10 and Ford 5AT tri-motor. Of the four airplanes, the C3B and Ford were destroyed in accidents and the Fokker dismantled. Only the "Bull" remains.



In 1930 Keith was flying the Speedmail and driving a 1926 Pierce Arrow. He never sold the Pierce, but in 1942 sold the Stearman. In those days civilians could not fly in the Coastal Defense Zone, so Keith sold his airplane to Carbury Dusters and joined Douglas Aircraft. He flew the famous DC-3, DC-4, A20 and A26.

The old "Bull" became a crop duster, and then was left to rot in place. The remains were purchased in 1965 by well-known antiquer Robert Penny, Jr. and restored with the help of original mechanic Ansel Smith. Lloyd Stearman witnessed the restoration's first flight in 1971. He got the first ride and pronounced her the finest airplane ever built.

In 1972 United Airlines Captain Dan Wine of Denver purchased the Speedmail. Dan continued to lavish loving care and further restoration on the old airplane. As the only 4E flying, the "Bull" attracted a lot of attention. Years later, an old friend sent Keith Scott a newspaper article about the plane, and that led to contact with Dan Wine.

Eventually, Dan came to Reno and negotiations began. On October 17, 1985, Dan flew the Speedmail to

Reno. His last entry in the logbook was "Battle Mountain to Reno." Returned to original owner Keith Scott, welcome home!" The first passenger was Keith Scott. Perhaps, at 81, he was taking his first ride as a passenger.

So in 1985, this magnificent old lady was back with her family. She resides at the Yesterday's Flyers museum in

Carson City. She was back with her family to stay and was often seen in Reno skies. She is distinguished by her black fuselage and yellow wings, the lower one much the shorter, and by the unique

rumble of that big, slow turning 1340 cubic inch engine. Then 55, she was as beautiful as ever.

In the following years, 663K flew all over the west and as far East as Galesburg, Illinois. Pilots were Keith's son Ben and grandson Kelly. The Speedmail was a regular visitor to the Watsonville Fly In and the Cottage Grove Stearman Fly In. Several notable Stearman restorers, including Addison Pemberton, came to visit, touch the touchstone, photograph and measure.

In December 1999, the airplane was flown to Placerville, California. There, Rick Atkins of Ragtime Aero was to undertake a complete restoration. He had just completed the restoration of Steve Hamilton's Standard Oil Speedmail. Steve had done extensive research and discovered photographs of engineering and trim detail not previously available.

The airplane was completely disassembled, a frightening sight. The wings were beautifully rebuilt by Jim Shannon. Instruments, including the rare Paulin Altimeter, were restored by Instrument Pro. Al Holloway refurbished the Pratt and Whitney R1340-SC1 and painted the case the original green color. Steve Hamilton

created the proper wing walk material and the unusual paint used on the panel and floor. Rick Atkins and his many Placerville helpers did incredible fabric and paint work to the original colors. The wolf head insignia was copied in gold leaf from an original that remains in the family.

In 2003, NC663K was named Grand Champion Antique at Airventure in Oshkosh, Wisconsin. She then participated in the National Air Tour, a 4000 mile antique odyssey around the eastern half of the US. In 2004 she won the Rolls Royce Heritage Trophy for the West at the Reno National Championship Air Races.

"The Bull" resides in Carson City, Nevada and shares a hangar with a red 1944 Howard DGA-15P. To the DGA she gives no quarter in climb, but 10 knots in cruise. In her "Golden" years, she's as beautiful as ever, the grande dame to three generations.



**Ben Scott, owner**





# *Clear Skies and Tailwinds*



**By Cade Preston,**

Woody Allen said; if you want to make God laugh, tell him your plans. God must have been on the floor in hysteria when he heard

mine! My aviation career has had little resemblance to what I had planned. I am sure that is true of most professional pilots of my generation. I started flight training at a university aviation program, in 1999. Industry data and the experience of my predecessors showed that after graduation, I would spend about 18 months as a CFI, followed by about 3-5 years at a regional airline, and finally land a job flying the heavy metal at a major airline. Getting to that major airline was the ultimate goal I had planned for myself. One I dreamed of everyday. If I listen carefully, I can still hear the laughter echoing from on high!

My flight training through my commercial certificate took 2 years, followed shortly by obtaining my CFI, CFII, multi-engine rating, and MEI (in that order) within the next year. I finished my commercial rating just three weeks after the terrible events of 9/11. Suffice it to say, the next few years of career progression were very slow for all pilots. I spent 3 ? years as a flight instructor. And then was hired at a regional airline in fall 2005.

It was so exciting to be moving on to fly advanced airliners! That is until I received my first paycheck! As a regional airline first officer, I experienced a mixture of love for the job, and contempt for the meager wages. The opportunity for upgrade to captain was delayed several years by the housing crisis of the late 2000's and the change of the mandatory pilot retirement age from age 60 to



**Cade receives his Southwest Airlines wings**

age 65. It was one of the toughest times of my career.

Finally, in 2011, 12 years after starting my flight training, I became a regional airline captain! It had been a long arduous road to this point. It felt so great to be in that left seat! To be logging turbine pilot-in-command time, and earning a living wage! It was good times!

I really enjoyed being an airline captain. A year after becoming captain, I was selected to be a line check airman (a captain given authority to train and check other pilots). I was headed places! The majors were starting to hire again, and in August of 2012, I had logged 1000 hours of turbine PIC; the magic number to qualify for many major airline pilot jobs.

But life had a detour for me. You see, back in 2010, one of my daughters had become ill with a very serious medical condition. Over the next 3 years, this condition resulted in multiple hospitalizations, procedures, and therapies. Despite this, our daughter's health continued to decline. And my regional airline schedule became very difficult to balance with

the demands of home life, caring for not only our ill daughter, but for the needs of three other children. It was a very difficult time with many challenges.

In 2013, the opportunity was offered to me to lead the Flight Operations Department at the Idaho Division of Aeronautics. It was heart wrenching decision, but it was time for me to put my airline dreams on hold. How long they would be on hold, I did not know. But I had two goals that I was determined to accomplish before I would consider re-pursuing my airline career. First, I had to help our daughter heal! Going back to airline life was not an option until she and family had recovered. Second, I had committed to the state that I would institute an airline-style flight deck culture, via the implementation of Standard Operating Procedures that utilized the industries latest in crew resource management, and threat and error management.

I am happy to announce that both of these goals have been accomplished! In fact, they were accomplished about 18 months



after I started at the Division. And our daughter has remained healthy over the last two years.

So now what? Well, I am very excited to announce that I have been offered a pilot position at a major US airline! I started in January. While I am excited about this opportunity, I also feel some sadness in leaving the Division of Aeronautics. I have thoroughly enjoyed working at the state. I feel very fortunate to have had the experience of leading the Division's Flight Operations Department. As I have reflected on my four years in this position, I have pondered the reasons why this job has been so enjoyable to me. I have loved the corporate flying I have done in the state's King Air. I became a back-country pilot and have especially enjoyed flying the Idaho backcountry in a C-206. I have had the opportunity to attend the National Business Aviation Association's annual convention. I have attended fly-ins at Idaho's backcountry airstrips. And I have loved getting to know Idaho so well!

These experiences and many others have contributed to my enjoyment of this job. But I think the biggest reason I have enjoyed this job so much comes down to this: People! For instance, it has been a privilege to rub shoulders with the general aviation public at fly-ins and safety stand-down. And may I say that the Idaho pilots are some of the most genuine and nicest people I have met! It has been a pleasure to serve as the pilot-in-command for employees and officials from all levels of state government. While most flights were routine to conducting state business, some stand out as ones I felt most honored to be part of. These include, transporting Governor Otter to funerals of our fallen military heroes; flying a mourning ISP officer home after he received the shocking news that his wife had just passed away; and flying a 10 year old Health and Welfare patient to a facility in Colorado where he could receive much needed treatment.

On a daily basis, I have had the wonderful opportunity to work

among some of the best employees in state government at the Division of Aeronautics! Their camaraderie and support have made Aeronautics a family to me!

So as I depart the pattern for my new destination, I would like to say 'Thank You!' Thank you to the general aviation public for allowing me to promote the Aeronautics mission among you. Thank you to all the state employees and officials who have allowed me to be part of your success. Thank you to my mentors for unselfishly taking the time to teach me your craft. Thank you to those I have mentored for allowing me to share mine. Thank you to the ITD and Aeronautics staff who have supported the mission of the Flight Operations Department. 'My successes' were truly 'our successes', and would not have been possible without you. Thank you for the lifelong memories! Thank you for allowing me to serve you!

Clear Skies and Tailwinds to you all!



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# Mission Aviation Fellowship Campus Expansion

NAMPA, Idaho – Mission Aviation Fellowship (MAF), the global Christian relief organization recently broke ground on a project that will nearly double the size of its headquarters in Nampa.

“When MAF moved to Nampa from California 10 years ago, the original master plan included a number of buildings that were never constructed,” said John Boyd, MAF president and CEO. “We feel the time is now right to move toward the campus that was envisioned at that time. Through God’s provision we have been able to acquire land adjacent to our current site, which expands the MAF headquarters from 10 acres to 19 acres.”

The current MAF campus includes a large aircraft hangar, an administration building, and nine apartments that are used by missionary families when they visit Nampa for training or furlough. According to Boyd, the project will add five duplex buildings, a community center, a playground, a maintenance building, a shower/laundry building for the MAF volunteer RV park, and The Lodge, which will have hotel-style housing and common areas.

“The campus expansion is all about building community and caring for our staff, so as they prepare to go overseas, or they return from difficult places, they can rest, recharge, and connect. That’s so important when families have to live and work in very

tough, dangerous locations,” said Boyd. Further down the road, MAF hopes to someday build a training/event building, an additional aircraft hangar, and a visitor center.

At the groundbreaking ceremony, MAF also launched its Future Generations Campaign, a \$21 fundraising initiative. The campaign will fund three projects: the campus expansion (\$6 million), fleet optimization (\$12 million), and new ministries and initiatives (\$3 million). As a nonprofit organization, MAF relies on gifts from individuals, churches, and businesses to operate.

According to Boyd, “The Future Generations Campaign will raise funds for several areas critical to the

<p><b>1975 Cessna 182P \$107/hr</b></p>		<p><b>1974 Cessna 172M \$68/hr</b></p>
<p><b>1976 Cessna 182Q \$109/hr IFR</b></p>		<p><b>1974 Cessna 172M \$70/hr IFR</b></p>
<p><b>1965 Cessna 182H \$99/hr</b></p>	<p><b>Why join? Better to ask yourself, why not join?</b></p> <ul style="list-style-type: none"> <li>• Seven Aircraft and Hangar owned by club members at Nampa, ID. KMAN.</li> <li>• Low buy-in: \$500 Class I (all except C182's), \$800 Class II. Dues \$60/mo.</li> <li>• Aeronca Champ LSA – Economical Tailwheel and Sport Pilot training/flying.               <ul style="list-style-type: none"> <li>• Expertly maintained by Aero Services at KMAN.</li> </ul> </li> <li>• Hourly rates are Wet. All club aircraft and members are fully insured.</li> <li>• No minimum daily rates or overnight fees. Reasonable backcountry policy.</li> <li>• Safety is highest priority: Monthly safety articles, safety meetings, and minimum monthly flight requirement.               <ul style="list-style-type: none"> <li>• 16 seasoned flight instructors offering all levels of training.</li> </ul> </li> <li>• New students are always welcome at the most economical rates.</li> <li>• Its a fun, friendly club! That means social events like fly-ins, plane washes, Poker Runs, BBQs, and more.</li> </ul>	<p><b>1978 Cessna 152 \$55/hr</b></p>
<p>Contact information: President: Ben Brandt: (208) 867-6718 Membership: Jim Hudson (208) 863-4835 Or Visit: <a href="http://www.t-craft.org">www.t-craft.org</a></p>		<p><b>1946 Aeronca 7AC \$49/hr</b></p>



future of the ministry. It will allow MAF to invest in airplanes and other infrastructure, and position us to explore new models of ministry and reach out to some of the most difficult parts of the world.”

More information about the MAF campus expansion and Future Generations Campaign is available at [www.maf.org/futuregenerations](http://www.maf.org/futuregenerations).

Founded in 1945, Mission Aviation Fellowship is a Christian ministry that uses airplanes and technology to share the Gospel and make life better for those living in remote places of the world. MAF enables the work of hundreds of churches, medical organizations, missionaries, relief and development groups, and others working in difficult-to-reach parts of Africa, Asia, Eurasia, and Latin America. MAF-US has some 600 staff worldwide with 170 based in Nampa.

## MONITOR GUARD FREQUENCY 121.5!

**If you hear a distress signal or radio call:  
Note your altitude, location and time**

**and**

**PASS IT ON . . . IMMEDIATELY!!**

- **ATC or FSS**
- **FSS: 800-WXBRIEF (800-992-7433)**
- **Idaho State Communications (800-632-8000)**
- **Local FBO**
- **Local County Sheriff**

## Did you know???

1. *No turtle races shall be held at the airport. – Bourbon, MS*
2. *Juggling in front of an airplane is illegal. – Wellsboro, PA*
3. *No married man can go flying on Sunday. – Burdoville, VT*





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**SunTail**  
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# Frostbite!

By: Paul Collins, MD, AME and  
Mike Weiss, MD, MPH, AME, CFII



As I sat typing this, the temps outside were in the single digits. Having cleared the recent snow off the driveway and in front of the hangar, my toes and fingers reminded me that it was COLD outside. Indeed, some of my toes were numb from only a few minutes of pushing the snow around, and this makes me think about what frostbite can do.

Signs and symptoms of frostbite include:

- Cold skin and a prickling feeling at first
- Numbness

- Red, white, bluish-white or grayish-yellow skin
- Hard or waxy-looking skin
- Clumsiness due to joint and muscle stiffness
- Blistering after rewarming, in severe cases

Frostbite occurs in several stages:

- Frostnip. The first stage of frostbite is frostnip. With this mild form of frostbite, your skin pales or turns red and feels very cold. Continued exposure leads to prickling and numbness in the affected area. As your skin warms, you may feel pain and tingling. Frostnip doesn't permanently damage the skin.
- Superficial frostbite. The second stage of frostbite appears as reddened skin that turns white or pale. The skin may remain soft, but some ice crystals may form in the tissue. Your skin may begin to feel warm — a sign of serious skin involvement. If you treat frostbite with rewarming at this stage, the

surface of your skin may appear mottled, blue or purple. And you may notice stinging, burning and swelling. A fluid-filled blister may appear 24 to 36 hours after rewarming the skin.

- Severe (deep) frostbite. As frostbite progresses, it affects all layers of the skin, including the tissues that lie below. You may experience numbness, losing all sensation of cold, pain or discomfort in the affected area. Joints or muscles may no longer work. Large blisters form 24 to 48 hours after rewarming. Afterward, the area turns black and hard as the tissue dies.

The areas that are likely to be involved are those farthest from the heart; fingers (especially without gloves), toes, nose, ears (especially the tips of the ears), cheeks, chin.

Because of skin numbness, you may not realize you have frostbite until

## How long will it take to get frostbite on exposed skin

### Wind Chill Factor

Wind Speed (mph)	Actual Air Temperature °F								
	40°	30°	20°	10°	0°	-10°	-20°	-30°	-40°
10	34	21	9	-4	-16	-28	-41	-53	-66
20	30	17	4	-9	-22	-35	-48	-61	-74
30	28	15	1	-12	-26	-39	-53	-67	-80
40	27	13	-1	-15	-29	-43	-57	-71	-84
50	26	12	-3	-17	-31	-45	-60	-74	-88
60	25	10	-4	-19	-33	-48	-62	-76	-91

Frostbite Times:

30 Minutes	10 Minutes	5 Minutes
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someone else points it out. If they say parts of your body appear white – listen and act to warm up!

Seek medical attention for frostbite if you experience:

- Signs and symptoms of superficial or deep frostbite — such as white or pale skin, numbness, or blisters
- Increased pain, swelling, redness or discharge in the area that was frostbitten
- Fever
- New, unexplained symptoms

Get emergency medical help if you suspect hypothermia, a condition in which your body loses heat faster than it can be produced. Signs and symptoms of hypothermia include:

- Intense shivering
- Slurred speech
- Drowsiness and loss of coordination

Specific conditions that lead to frostbite include:

- Wearing clothing that isn't suitable for the conditions you're in — for example, it doesn't protect against cold, wind or wet weather or is too tight.
- Staying out in the cold and wind too long. Risk increases as air temperature falls below 5° F (minus 15° C), even with low wind speeds. In wind chill of minus 16.6° F (minus 27° C), frostbite can occur on exposed skin in less than 30 minutes.
- Touching materials such as ice, cold packs or frozen metal (props, etc.).
- Using alcohol to clean windows and props cools your skin faster.
- Consuming alcohol to “warm yourself up” actually causes skin flushing and heat loss!

Touching metal is a common problem for aviators, especially with moving the plane around, cycling the prop, etc. The rate at which heat is transferred from fingers to a cold prop is very rapid – that is why your finger can literally freeze to a cold prop!

The following factors increase the risk

of frostbite:

- Medical conditions that affect your ability to feel or respond to cold, such as dehydration, exhaustion, diabetes and poor blood flow in your limbs
- Alcohol or drug abuse
- Smoking
- Fear, panic or mental illness, if it inhibits good judgment or hampers your ability to respond to cold
- Previous frostbite or cold injury
- Being an infant or older adult - both may have a harder time producing and retaining body heat
- Being at high altitude, which reduces the oxygen supply to your skin

Complications of frostbite include:

- Increased sensitivity to cold
- Increased risk of developing frostbite again
- Long-term numbness in the affected area
- Changes in the cartilage between

the joints (frostbite arthritis)

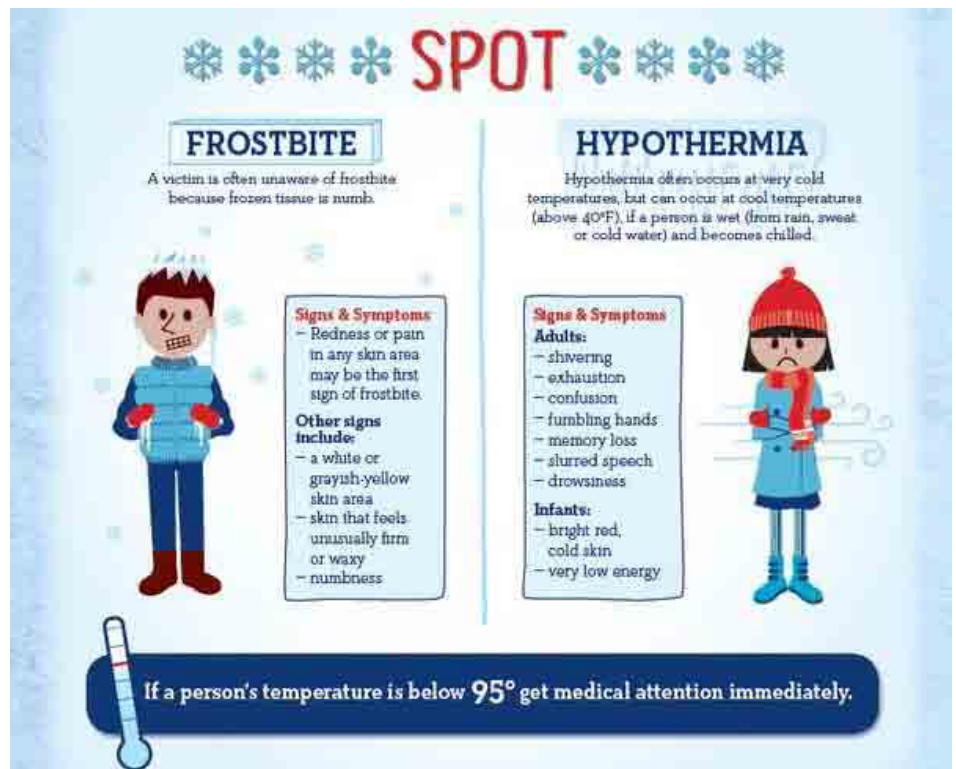
- Growth defects in children, if frostbite damages a bone's growth plate
- Infection
- Tetanus
- Gangrene — decay and death of tissue resulting from an interruption of blood flow to the affected area — which can result in amputation

Cold exposure that's severe enough to cause frostbite also can cause hypothermia. When your body



## ***Frostbite!***

**Continued on page 22**



# Radio Chatter

By Tammy Schoen, Editor

## Bicycles at Airports

Thanks to the Treasure Valley chapter of the IAA, there is now a shed containing bicycles in McCall (KMYL), Joseph, OR (KJSY) and, in the spring of 2017, Salmon (KSMN) will be added.

The one in McCall is just outside the secured perimeter and west of the pedestrian gate adjacent to the McCall aviation parking lot. Instructions are on the locked shed for accessing the bicycles.

There are plans to do this at other locations. If you have bicycles to donate or ideas for other locations, please contact Joe Grubiak at 208-514-9258 or [joe@43re.com](mailto:joe@43re.com).

## Southwest to begin Nonstop to San Diego

On June 4, 2017 Southwest Airlines will begin flying nonstop service between Boise and San Diego. The new service will operate once daily, Monday through Friday, utilizing a Boeing 737. "For many years Southwest Airlines has been a fantastic partner for the Boise Airport and the local community", said Rebecca Hupp, Boise Airport Director. "I am pleased to see them grow their presence in Boise by expanding service to the California market with the addition of Sacramento in 2016 and now the addition of San Diego in 2017."

Southwest Airlines will join Alaska Airlines as the two carriers providing nonstop service between Boise and San Diego. Southwest Airlines has served the Boise market since 1994.

They are currently providing nonstop service between Boise and Sacramento, Denver, Las Vegas, Oakland, Phoenix, and Spokane, with seasonal service to Chicago Midway.

## Alaska Airlines to add mainline service to Seattle

On June 4, 2017 Alaska Airlines will begin flying a mainline Boeing 737 between Boise and Seattle. The up-gauged service will replace a smaller regional jet, such as the Embraer 175 or Bombardier Q400, adding approximately 60 seats per day to/from the Seattle market. This daytime flight will complement existing Alaska Airlines service to Seattle, which has up to eight daily trips during peak periods.

"We're thrilled Alaska Airlines continues to invest in our community by adding mainline service to Seattle, our largest origination/destination market", said Rebecca Hupp, Boise Airport Director. "Alaska's continued success in the Boise region is a testament to their passenger loyalty and commitment to the Boise market."

## Aviation Specialties approved for night vision flights

Night-vision goggles aren't just for helicopter pilots anymore. A Boise company has big plans to help small airplanes safely navigate terrain in the dark or to deliver military supplies to troops during the darkest nights. Aviation Specialties Unlimited was recently approved for flight with passengers and cargo for hire in single-engine airplanes utilizing night vision goggles.

In 1999, Aviation Specialties was the first company to receive approval to use and train pilots on night-vision systems in helicopters. Since then, the company, based at the Boise Airport, has trained more than 6,000 helicopter pilots, crew members and maintenance personnel on night-vision systems, including crews for Air St. Luke's and Saint Alphonsus' Life Flight helicopters, said pilot Dan Hutchison.

## Pilot Accomplishments Congratulations!

Rapid adoption by the fixed-wing world, which includes police and charter crews, is expected. "Anybody doing work for the departments of state or defense, or anybody involved in search-and-rescue operations, firefighting, law enforcement, backcountry work or even oil and gas exploration" is likely to embrace night-vision systems, President Jim Winkle said. Crop-spraying and freight-delivery services could expand their operating hours, too.

- Cheryl McCord passed her private pilot checkride Sunday, October 2nd.
- Jeremy Duque started flying with Ponderosa Aero Club at the age of 17. Not only did he earn his private pilot's license but also got his IFR rating on October 9.
- Tyler Morton earned his private pilot license on November 4th.
- Justin Perkins passed his Certified Flight Instructor checkride November 5th.
- Andy Roe earned his private pilot license in November.
- Sharki Kontra has been working her tail off and has earned her Commercial pilot, Commercial Single Engine Land and Commercial Single Engine Sea certificate. Well done Sharki!



# Corrections to: Buyers Beware, Sellers Take Care

Because of the complexity of tax-related issues involved with buying and selling aircraft, we strongly advise you to contact the Tax Commission directly at (800) 377-7660. Ask to speak with one of the aircraft specialists. On page 21 in the September 2016 issue of the Rudder Flutter (Vol 62, Issue 2) under the Subheading **Taxes &**

**Paperwork**, No. 1, 2, and 4 require the following clarification:

1. Private business and pleasure users are usually subject to six-percent Idaho sales/use tax even if the aircraft is bought out-of-state. If tax was not included in the purchase process, tax may be due to the Idaho State Tax Commission.

2. An exemption may apply to your aircraft purchase, please contact the Idaho State Tax Commission.

4. When a retailer sells to an out-of-state buyer, they need to obtain a signed Idaho St-101 to document why they did not collect Idaho sales tax.

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## Beyond Adventure - WWAA

This year's Woman Wise AWEsome Adventure will be hosted again by Bush Pilot, Christina Tindle at a new location: the Ashley Inn and Cascade Airport. Mark your calendars Ladies!

This adventuresome weekend will surpass all of your wildest expectations. In addition to recruiting seven of the finest Flight Instructors (Rich Stowell, Rich Bush, Lisa Martin, Cammie Patch, Stacey Budell, Christine Mortine, and a Stick & Rudder Instructor) and offering WINGS credit, Christina invited Sally Demasi, Author of "Courage Quests" and a Famous "Mystery" Aviator as guest speakers. Sunrise Yoga will be offered in the mornings. On-demand massage therapy will be available, and we'll be staying at the comfy, Victorian Ashley Inn.

If you missed out last year, it's unfortunate. It was a once in a lifetime experience which has come and gone. The upcoming event will be much different based on the new location, accommodations, and expanded offerings. Every year, Christina's creative muscles and collaborative strength make the workshops unique, and somehow, more enticing than the years before.

*"It was such an invigorating, inspiring, and relaxing weekend: the perfect blend. All of us walked away with what we needed, uniquely experienced and shared."*

Christina's refreshing training mixes fluid dynamics and natural laws from STEAM (Science, Technology, Engineering, Art, Math) with positive psychology, cognitive-bias training, mindfulness skills, communication theory, leadership theory, humor, and compassion practice. This fusion creates lasting personal transformation. Experience how this evidence-based and fun approach transforms you into your best self. Learning and personal development accelerate within the context of the safe, supportive, and uplifting environment.

Forget the "no pain, no gain" motto. Participants evolve through laughter, connection, awe, and managed risk-taking. This is a lifelong practice for excellence and joy...it works!

Join us this year in Cascade, July 6-9. The WWAA event is all about you. Using aviation as the medium for personal development, we will

### Idaho Aviation Expo

WWAA at

Aero Mark

May 19 & 20

Visit Christina's WWAA

booth and attend her

training seminar to log

1 hour of ground school

while participating in an

engaging learning circle.

Find out more at

[www.christinatindle.com/flying](http://www.christinatindle.com/flying)

be connecting to science, technology, engineering, art, and math (STEAM) in a meaningful way, designed uniquely for women. Setting and achieving goals through this creative, adventure-learning process is contagious and fun, a pivotal experience you won't ever forget.





# A Drone Called Hellcat

**Reprinted with permission from  
Jason Torchinsky**

Aerial drones are a big deal now, especially the idea of drones potentially getting out of control and causing all sorts of shenanigans, some possibly dangerous. While aerial drone issues feel like a very modern problem, the truth is that airborne drones have been causing mischief since at least 1956. It would be pretty hard to beat the drone mess of 1956 known as the Battle of Palmdale.

Let's start by talking about the key player in the Battle of Palmdale, a friendly, bright-red drone known as the F6F-5K Hellcat. The F6F-5K Hellcat was a radio-controlled unmanned drone variant of the F6F-3 Hellcat piston-powered fighter aircraft.

These were WWII-era fighters, and by the 1950s, a number of them were converted to radio control and used as target drones. The red color was for easy visibility, and anachronistically symbolic, as these redshirt drones were usually doomed, their lot in life

to be the target for a missile that was in development.

The red Hellcat in our story began what would be its last mission on the morning of August 16, 1956, at Point Mugu Naval Air Station. The crew got the drone ready to go, and, responding to radio commands from the ground, the Hellcat took off into the sky, headed toward its doom at a missile test area over the Pacific Ocean.

Soon after takeoff, though, something happened. Perhaps it was during the switchover from ground-based control to aerial 'mothership' radio control, or perhaps the Hellcat felt that air coursing over its wings and thought, darnit, I want to live – it's not clear what happened. What is clear is that the drone stopped responding to radio commands and started heading in a gentle curve and climb to the southeast. To Los Angeles.

At this point, I can imagine very clearly a room of competent, wide-eyed men in uniforms with ties loosened and sleeves rolled up sitting

around control panels, all momentarily frozen, one collective thought going through all their minds: oh, no!

Clearly, the out-of-control drone buzzing its way towards one of America's largest, most densely populated cities had to be stopped. Point Mugu was a naval base without any aircraft capable of intercepting the drone, so they put in what must have been a very panicked-sounding call to Oxnard Air Force Base, just five miles north of where the Hellcat took off.

Two Air Force F-89D Scorpions were scrambled to intercept the Hellcat. Now, before we go into what happened, it's worth talking a bit about these Scorpions and the kinds of weapons they carried. These were very advanced jet fighters of the era, fast and lethal. They were equipped with wingtip-mounted Mighty Mouse unguided rockets. Between the two pods, each F-89D carried 104 rockets.

These planes also were equipped with a new Hughes E-6 fire control system, with an analog computer and radar-guidance. Since they had all this fancy new equipment, traditional gun sights were removed from the aircraft.

These air-to-air missile/rocket systems were primarily designed to defend against formations of Soviet bombers. They didn't need to be guided or precise, because they were meant to be fired in





## A DRONE CALLED HELLCAT

massive bursts into the flock of Soviet bombers, where they'd cause all kinds of damage.

You can probably see where this is going; these weapons aren't really ideal to take out one small, unpredictable drone.

The two Scorpions tracked the Hellcat, and, by flying on full afterburner, caught up with the crazed drone as it looped around over Santa Paula. The pilots cleverly decided to wait until the drone wandered over a less populated area,

and while they followed it, they considered their options to take it out:

- 1) Shoot rockets at the target from behind, while chasing it, or
- 2) Shoot rockets into its side, as you approach perpendicularly. Since the drone was almost always turning, they decided on the side (or 'beam') attack.

Once it got over an area of desert empty enough to give it a go, they found that their fancy new Hughes fire control system wasn't working on either plane, because of a design flaw.

Oops. So they decided to shoot their rockets manually, using their gun sights – oops! I'm sure at this point they were thinking how it sure would have been nice if they hadn't taken off their gun sights, wouldn't it?

So, they had to shoot the rockets manually, by just looking out the cockpit canopy. They set their rockets to fire in three bursts – 42 rockets, then 32, then 30. All they needed was one rocket to hit the target. They have 104 each. How hard could it be?

The first Scorpion made an attack, and sent 42 rockets in the general direction of the drone, which didn't touch any of them. The second F-89D fired its first batch of 42, and while some grazed the drone's red belly, no luck.

Then they fired 64 more rockets over the town of Newhall, and then 60 more over Palmdale. None hit their target. The drone kept on flying.

Soon, the Scorpions were running out of fuel, and needed to head back to

## A Drone Called Hellcat

Continued on page 21



## A PAIR OF SCORPIONS



# Are You a Distracted Flyer



**By Santiago Guerricabeitia,  
ITD Division of  
Aeronautics**

Another year's IAASC report is out and the trend shows that

accidents and fatalities are indeed decreasing but are still happening. The culprit in most of these accidents is loss of control.

What can we do about this? One item that is high on the list of contributors is distractions. Loss of control accidents start with distractions which lead to deviations from normal procedures. We need to practice staying focused on flying the airplane, particularly in the airport area or low to the ground. If it is not essential to the task at hand, we should work to remove that distraction. Things like:

- Our electronics.
- Do we really need to check the nifty features on the new avionics when in the pattern?
- Is your passenger chatty while you try to land at a short airstrip?
- Your cell phone rings?

These are things that have actually led to accidents. Remember, you are in command. Take charge and fly the aircraft. Ask the passengers to do something helpful like look for traffic, turn the cell phone to silent, whatever it takes to focus.

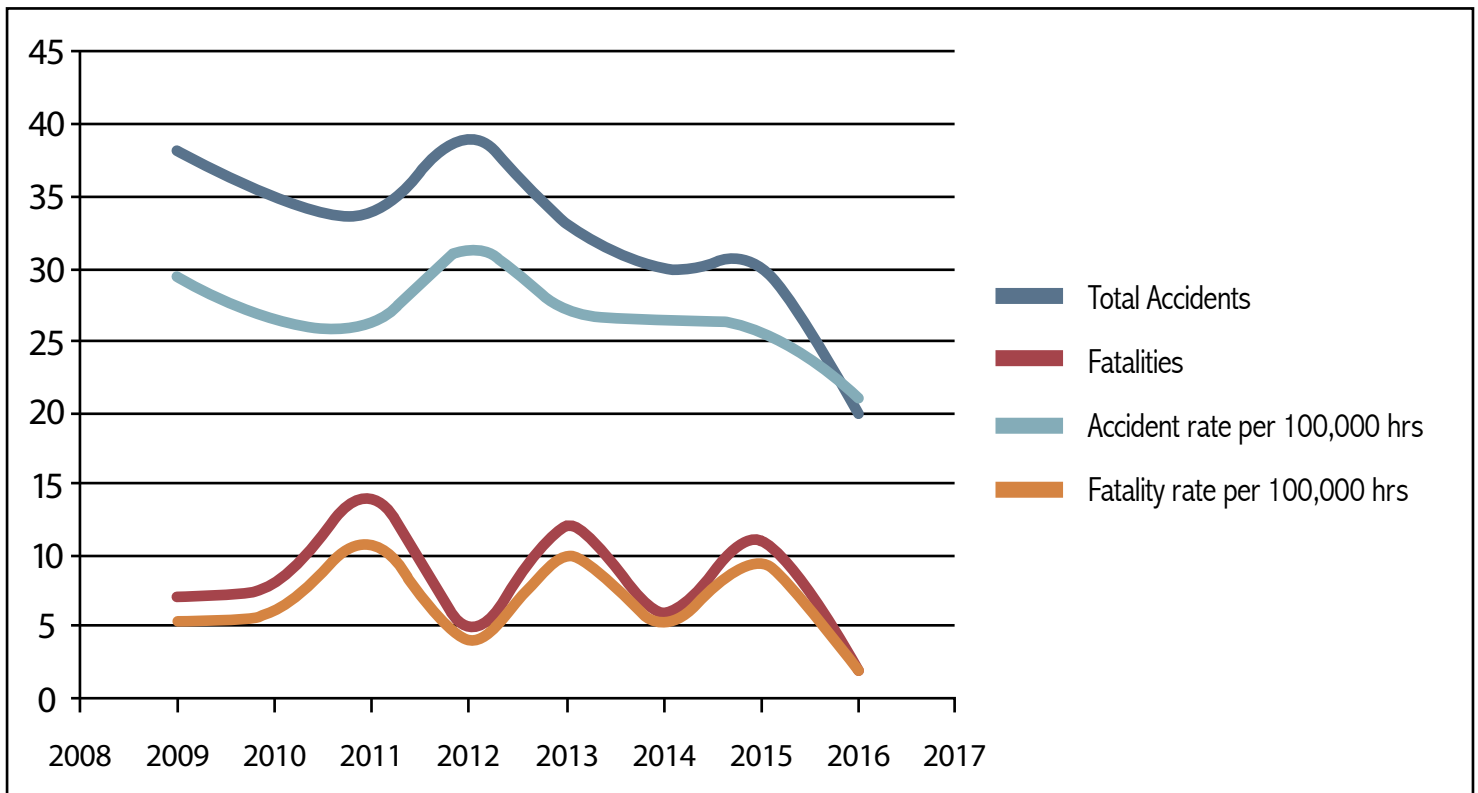
A problem that is increasing is loss of control with tailwheel airplanes. Half of the accidents in this report were single engine tailwheel aircraft. After talking with some of the pilots, it is evident that currency and practice are often lacking. The solution is to fly more often and in conditions that are less than ideal. If you have not practiced a particular skill in less than

ideal situations (x-wind, slope....), what guarantee do you have that you can now do it at a demanding backcountry airstrip?

Perfect flying days are great, but accident statistics show most happened during a not-so-perfect day. Make it a goal to hone a specific skill each time you fly, shoot for precision, and you may be surprised how effectively you've improved.

If it is beyond your comfort zone, take an instructor along (not a bad idea to get instruction anyway) and learn the whole envelope of operating your aircraft and get a real assessment of your skills.

Fly often,  
Have fun, and  
Share the experience.







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# Idaho's First Airdeo

By Nola Orr

On Saturday, Sept. 17 Idaho's (and possibly the United States') first airdeo was held at the Blackfoot airport with five pilots participating. What's an airdeo, you ask? That's easy, it's a rodeo in the air. Five pilots took part in this first airdeo.



From left to right, Errol Spaulding, Virgil Schultz, Tom Simko, Jonas Marcinko, Joel Milloway, and bombardier Dale Cresap.

The airdeo included a Balloon Burst, a Flour Drop, and a Short Takeoff and Landing competition. Trophies were awarded.

This airdeo was sponsored by OPA, the Outlaw Pilot's Association, a nationwide organization consisting of people that band together to promote aviation and Idaho's backcountry flying opportunities. Blackfoot is the gateway to 'backcountry flying' or

'bush flying.' Because of the extreme conditions of flying backcountry, these pilots are especially cognizant of the FAA's rules and guidelines, and safety precautions are scrupulously followed.

There are camping areas and showers for pilots landing at the Blackfoot airport. Blackfoot also provides the chance to

stock up on supplies before heading for the backcountry.

Why 'Outlaw' Pilot's Association? As described by Joel Milloway, Blackfoot resident and founding father of OPA, it's because backcountry

flying is a notch above regular aviation.

Backcountry flying presents the pilot with a real challenge and pilots need to hone their skills. An airdeo is a big training exercise for serious pilots who may have to face extreme conditions in the backcountry. The backcountry not only sometimes has less-than-ideal take-off and landing surfaces and distances, it can also provide some serious excitement in terms of weather.

Backcountry flying is best done in small planes with large soft tires, to avoid blow outs on unseen rocks and obstacles. Another exciting challenge is those tight canyon turns. Some pilots do the same thing every day. That can become humdrum, but not so with backcountry flying!

The airdeo also provides the prospect of social events with other like-minded pilots and the public. Next year the public will be invited to attend our airdeo.

Jonas Marcinko took first place in the take-off and landing competition, while Milloway won the balloon burst and Tom Simko came the closest to the mark on the flour drop.

A fourth activity got a test fly this year. It's called a paper cut. A roll of toilet paper is tossed from the plane and allowed to unroll. The same pilot who tossed it flies back through the distended roll and cuts through it as many times as possible before it hits the ground. Our test pilot was Milloway, who cut the roll five times before it hit the ground. This will definitely be one of our games at next year's airdeo!

**One of our Pilots about to burst a balloon with his propeller.**





# Calendar of Events

## Ongoing

Kilroy Coffee Klatch, 10:00 am — 12:00 PM. First Tuesday of every month, FREE to all veterans Warhawk Air Museum, 465-6446, 201 Municipal Drive, Nampa

## May 2017

- 6 **IAA Work Party**, Dug Bar (Hells Canyon, Oregon Side)  
Greg Bales, 541-263-0250
- 13 **IAA Work Party**, Graham (U45) Aaron Hassemer, 208-869-8093
- 13-14 **USFS Work Party**, Indian Creek (S81). This is a self-supported project within the Frank Church-River of No Return wilderness. Individuals need to bring their own food and water. We recommend long pants and long shirts that can get dirty. Don't forget a hat for sun or cold and work gloves. Work may include painting markers and brushing the airstrip. Jay Sammer, 208-879-4113.
- 19-20 **Idaho Aviation Expo**, Idaho Falls (IDA). All facets of General Aviation, including aircraft manufacturers, maintenance and parts suppliers, avionics, clubs and associations, workshops, speakers, and a whole lot more. This year's guest speakers will include Lori MacNichol of McCall Mountain Canyon Flying Seminars. Admission is \$10 at door or free for Idaho Aviation Association members. Tom Hoff, 208-403-6153
- 20 **Carey Fly-in**, Carey (U65). Breakfast, \$5 per person or \$20/family, landing contest and more. Money raised goes to emergency services, Fire and Rescue. Paul Olsen, 208-309-2181
- 20 **IAA Work Party**, Lord Flat (Hells Canyon Rim, Oregon Side)  
Greg Bales, 541-263-0250
- 27 **IAA Work Party**, Big Bar (Hells Canyon, Idaho Side)  
Greg Bales, 541-263-0250
- 27-28 **Highways, Airways, Byways, Your ways**, Kellogg (S83). Enjoy the Silver Valley and participate in a picnic basket breakfast, picnic basket lunch, Indoor MUAV (drone) displays, airplane rides (reservations required) and much more. Shuttle service available for area tours and activities. Colleen Rosson, 208-784-0821 or [director@silvervalleychamber.com](mailto:director@silvervalleychamber.com)

## June 2017

- 3 **IAA Work Party**, Soldier Bar (85U) Jerry Terlisner, 208-859-7959
- 5-7 **Runway closure**, Hailey (SUN) The Friedman Memorial Airport will be closed for critical runway maintenance June 5th, 2017 after the first scheduled flight through June 7th, 2017 and will reopen prior to the last scheduled flight-weather permitting.  
[www.iflysun.com](http://www.iflysun.com) or 208-788-4956

## June 2017

- 7-9 **180/185 Club Fly-in**, Garden Valley (U88), 40 aircraft/80 people. Jim Davies, 208-859-5537
- 12-14 **ACE Academy**, Boise. Students ages 14-18 participate in activities scheduled to help them explore careers in aviation. Activities include: field trips to places like the airport terminal, a flight school, a military aviation facility, and an air traffic control tower. Other activities include seminars on aviation careers and colleges and a flight in the local area. Tammy Schoen, 208-334-8776 or [tammy.schoen@itd.idaho.gov](mailto:tammy.schoen@itd.idaho.gov)
- 15-18 **NBAW (Super Cubs) Fly-in**, Johnson Creek (3U2), 80 aircraft/200 people. Wendy Lessig, [wendylessig@hotmail.com](mailto:wendylessig@hotmail.com)
- 17 **Breakfast at Big Creek** (U60), Idaho Aviation Foundation. 8-10 AM, \$10. [www.rebuildbigcreek.com](http://www.rebuildbigcreek.com)
- 17-18 **IAA Father's Day Fly-in**, Garden Valley (U88). Sat night BBQ, bring something to cook and something to share. Breakfast Sun, \$10 donation. JT, 208-859-7959 or [jtflys@q.com](mailto:jtflys@q.com)
- 22-25 **GlasStar Fly-in**, Smiley Creek (U87). Dave Hulse, 916-705-6777
- 24 **Round Engine Roundup**, Smiley Creek (U87). Tom Hoff, 208-584-1202 or [info@aeromark.com](mailto:info@aeromark.com)
- 24 **Breakfast at Big Creek**, (U60), Idaho Aviation Foundation. 8-10 AM, \$10. [www.rebuildbigcreek.com](http://www.rebuildbigcreek.com)

## July 2017

- 6-9 **Woman Wise Adventure-Growth**, Cascade (U70). Aviation is a tool that propels participant's goals to push performance and joy the Adventure-STEM way. Have fun and meet kindred spirits at this women's seminar for personal growth.  
[www.christinatindle.com](http://www.christinatindle.com) Christina Tindle, 208-315-3075 or [backcountryflygirl@gmail.com](mailto:backcountryflygirl@gmail.com)
- 7-8 **T-Craft Aero Club Fly-in**, Garden Valley (U88), 10 aircraft/35 people. Jim Hudson, 208-863-4835
- 7-9 **Utah Backcountry Fly-in**, Smiley Creek (U87)  
Steve Burtschi, 801-678-1293
- 11-13 **Wilderness within Reach**, Sulphur Creek (ID74) Joe Corlett, 208-890-1819 or [jcorlett@appraisaidaho.com](mailto:jcorlett@appraisaidaho.com)
- 15 **IAA Work Party**, Fish Lake (S92) Mike Vanderpas, 208-983-9583





# 2016 Hall of Fame Inductees

**By Joe Corlett**

The Idaho Aviation Hall of Fame (HOF) held an induction ceremony and dinner in an intimate setting at the Boise Airport on Oct. 8, 2016. President and Master of Ceremony, Joe Corlett presented the families of Greg Poe, Ed Browning, and Gridley Rowles with commemorative airport plaques and invited them to share their memories. The evening was filled with laughter, tears, and inspiration. Here is a little information about each of the inductees:

**Greg Poe:** Nov. 25, 1953 – Jul. 24, 2011

Greg Poe grew up in Boise, Idaho and graduated from BSU with a Business degree. His flying began at a young age, evolving into backcountry, glider towing, banner towing, test piloting, air show production and air show flying. Impressively, he acquired over 10,000 flight hours in more than 100 types of aircraft in forty years. Half of this career consisted of air show flying, and he



**Greg Poe**

became one of the best aerobatic pilots in the world.

Not only was Greg a world-renowned pilot and a gifted entertainer, he also gave back with creativity and motivation to positively impact youth. Greg founded the Ryan J. Poe Foundation and Elevate Your Life youth

program operated by his family today. The organization's mission is to inspire, motivate, and provide a path for young people to realize their dreams. Greg's mission and legacy lives on. Check out [www.ryanjpoe.org](http://www.ryanjpoe.org) and [www.gregpoe.com](http://www.gregpoe.com).

In Greg's own words "Pull hard, prosper, and always aim for the sky!"

Greg was also inducted into the ICAS Airshow Hall of Fame in December 2016

**J. Ed Browning:** Apr. 23, 1937 – Dec. 24, 2002

A native of Idaho and successful potato farmer, Ed Browning developed a dynamic and comprehensive aviation operation from a single airplane start-up on his farm. Although Ed's aviation career and aviation business were relatively short-lived, his enthusiasm and accomplishments were unique and far-reaching. Setting two significant world records, along with generating so much interest in aviation by his Red Baron Aviation FBO business (1973-1979), Idaho's Ed Browning was truly a rare and extraordinary pilot.

In 1978, Ed owned and developed a highly modified P-51 winning the unlimited class air races at Mojave,



**Ed Browning**

Miami and Reno, setting the world prop speed record (499.081 mph). He also set the low level jet speed record in 1978 with an F-104 flown by Darryl Greenmeyer (1010 mph).

**Donald Gridley Rowles:** Dec. 9, 1919 – Aug. 29, 2008

Gridley (a.k.a. Grid) was the first pilot to calibrate converted WWII TBMs (Grumman Avenger Torpedo Bombers) for use by the Forest Service for dropping slurry solutions, a formidable weapon



**Grid Rowles**



against forest fires. He flew the TBM's on initial attack missions (first on the fire) out of McCall for seven seasons until the Forest Service changed to multi-engine aircraft as its delivery platform.

Beginning in 1948, Grid flew the backcountry in a variety of aircraft including J-3's, Travelaires, Tri-Motors and Cessna 180s. He worked for Bob Fogg and Johnson Flying Service first out of Cascade, then McCall, and ended at Bob's Aircraft out of Challis (1981-1998). Throughout his career, he instructed more than 150 pilots in the backcountry, including the Challis River of No Return Mountain Flying Clinic. Gridley logged 62 years and more than 14,000 hours, all without accident.

# Meet Ross

Dear Rudder Flutter subscribers and Idaho pilots,

My name is Ross Engle, your new Aviation Safety/Education Coordinator at the Division of Aeronautics.

I come to the State with a varied aviation background. I started as an intern with the Federal government's Office of Aviation Services (OAS) as an aviation safety specialist while attending graduate school. My next aviation job took me to bush-Alaska where I spent 2-years flying in some of the most unfriendly skies I have experienced as a pilot. I then took a job flying Twin Otters around the Lower-48 and Alaska with an airborne research outfit, after which, I flew a CJ out of Boise as a corporate/charter pilot before landing at the Division of Aeronautics. Each job gave me unique skills, experiences, and perspectives

which I believe will serve well in this role.

I was born in the Treasure Valley, a third-generation Idahoan. My lovely wife and I reside in Garden City. We enjoy many of the outdoor pursuits afforded to us around Idaho. I hold A.A.S., B.A., and M.P.A. degrees from Montana State University and Boise State University, respectively, and am an A.T.P. rated pilot with a C525S type-rating.

I feel that I can contribute more to the aviation community in a safety and education outreach capacity, in addition to piloting, than solely piloting aircraft. I look forward to meeting you, your family, and your friends in the years to come at fly-ins and seminars. Together we can work towards fostering an even safer flying culture in and out of Idaho.



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# Civil Air Patrol Compliance Inspection

By Nola Orr

Saturday, September 17 saw an increase in activity at Blackfoot's already busy airport. Blackfoot is currently the Wing headquarters of the Idaho Civil Air Patrol (CAP). McCarly Field was the scene of a compliance inspection done by more than a dozen military, civilian, and CAP personnel. Colonel George Breshears, Idaho Wing Commander, and Captain Mitzi Breshears, Idaho Wing Public Affairs Officer, both of Pocatello and Captain Kenn Condon, Pocatello Squadron Commander, hosted and facilitated the event.

According to Captain Breshears, a compliance inspection is done every four years. "We have United States Air Force inspectors and inspectors from CAP designated by the Civil Air Patrol National Inspector General who have come out. They have to make sure we are doing a good job here and programs are being conducted properly, all paperwork is in order, and we are following regulations. It has taken months to prepare for this."

Breshears continued, "If anyone is interested in joining the CAP they can go to [www.idahowingcap.com](http://www.idahowingcap.com) to find a squadron near them, or stop by the Blackfoot airport and talk to our Wing Administrator, Andrea Andrews, who has an office in the terminal. She can also be reached at 208-220-4451. Although we don't have an official squadron in Blackfoot, we have many members who live there and have joined the Pocatello Squadron. We hope to have an official Blackfoot Squadron someday. Children

ranging in age from 12-17 years old can join the cadet program, and adults can join the senior program at the age of 18 years old and beyond."

The compliance inspection was a success. The inspectors only found a handful of issues that needed to be corrected within 14 months. Overall, the inspectors believe the program is successful and improving. Very good news for Idaho Wing Civil Air Patrol!

Civil Air Patrol, the longtime all-volunteer U.S. Air Force auxiliary, is the newest member of the Air Force's Total Force, which consists of regular Air Force, Air National Guard and Air Force Reserve, along with Air Force retired military and civilian employees. CAP, in its Total Force role, operates a fleet of 550 aircraft and performs about 90 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center (AFRCC) and is credited by the AFRCC with saving an average of 78 lives annually. CAP's 56,000 members nationwide also perform homeland security, disaster relief and drug interdiction missions at the request of



federal, state and local agencies. Its members additionally play a leading role in aerospace education and serve as mentors to more than 24,000 young people currently participating in the CAP cadet program. Performing missions for America for the past 75 years, CAP received the Congressional Gold Medal in 2014 in honor of the heroic efforts of its World War II veterans. CAP also participates in Wreaths Across America, an initiative to remember, honor and teach about the sacrifices of U.S. military veterans. Visit [www.capvolunteernow.com](http://www.capvolunteernow.com) for more information.





## A Drone Called Hellicat

Continued from page 13

base. As the planes headed back to base, the drone also ran out of fuel and began to lose altitude, and eventually began a spiral that would take it down into the desert east of Palmdale Regional Airport, but not before severing three CalEd power lines, because that's how that drone rolls.

Now, it may sound like the two Scorpion pilots failed in their mission to take down the drone, but I'd argue they succeeding in their other, unplanned mission: to rain 208 rockets down on Castaic, Newhall, Palmdale, and the surrounding California desert.

Those rockets caused brush fires that burned 150 acres outside of Castaic, over 350 acres burned near Soledad Canyon, including one fire

that came within 300 feet of an explosives plant.

The rockets set fire to oil sumps, a park, several houses, and one landed right in front of a car driven by Larry Kempton and his mom, Bernice. The fragments from the rocket blew out a tire, shattered the windshield, and punctured the radiator.

Luckily, no one was hurt, but fires ended up burning 1000 acres and took two days to put out. In the following weeks, the army had to send out crews to safely disarm and/or detonate the 175 rockets unaccounted for.

# X 208



As far as messes go, this one has to be one of the greats. A single, out-of-control, obsolete, self-flying, unarmed aircraft managed to elude two state-of-the-art jet fighters, 208 rockets, and in the process of this little drone's aerial rumspringa, caused a bunch of damage to a whole swath of Southern California desert communities.

You've got to hand it to the little red drone; that's a heck of a way to go out.

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## Frostbite

Continued from page 9

temperature drops, your heart, nervous system and other organs do not work correctly. Left untreated, hypothermia eventually leads to complete failure of your heart and respiratory system and to death.

So, as the temps drop, protection of your skin is imperative. Probably one of the most common things I see pilots forget is their head! While the heat loss through the head is not as great as people have been told, with the appendages like your nose or your ears hanging out, it is very easy to get tissue damage from the cold around the head. **WEAR A HAT THAT COVERS THE EARS!**

The other place that needs extra protection is your feet and toes. They are obviously furthest from the heart and inner, warm, body so they are the most vulnerable to heat loss.

## Worried? Aircraft late?

**Call Idaho State Communications: 208-846-7600 or 800-632-8000**

First, keeping your core body warm with a good coat and hat is very helpful to the feet. Second, wear warm socks and boots to protect those "Twiddly Toes". Don't go flying in your sneakers this time of year. They generally freeze first and really hurt as they warm up!

Finally, as you fly around, dress as if you were going to spend several hours out in the snow and terrain. You never know when you might need to make an unexpected off-airport landing and you want to be ready to stay warm as you wait for help. Don't include treatment of frostbite as part of your experience – dress to stay warm!!

Enjoy the dense air, clear days, and beautiful sights – safely and prepared for the cold!!



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Mike Chapman

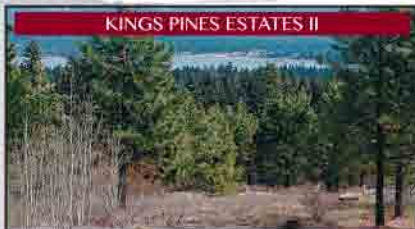
208.634.9691

Mike@

FlyingBrokers.com



## KINGS PINES ESTATES II



### DON'T BUY A VIEW LOT UNTIL YOU SEE THIS ONE!

Payette Lake & Long Valley views from this gently sloped 1.2 acre treed lot. Borders a common area. Septic approved. Private, level building site. Close to McCall. \$285,000 MLS# 521098

## EXCEPTIONAL MCCALL LIVING



**UNOBSTRUCTED MOUNTAIN VIEWS** Naturally bright, comfortable open floor plan on 3.72 acres. 2721 SF, 3 BR, 2.5 BA. Private master on main level. Custom kitchen w/ Knotty Alder cabinets & granite counter tops. Energy efficient 3-car garage. \$489,000 MLS# 523697

## BIG CREEK CABIN U60



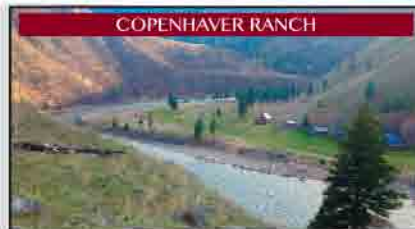
**OFF GRID GET-A-WAY - ALPS-LIKE VIEWS!** Hand-crafted log cabin. 2 BR, 2 BA, 2160 SF. Viking range/oven, 2 propane refrigerators. 4.52 wooded acres. Fly-in/drive-in access, 1/4 mile from landing strip. A RARE opportunity! \$345,000 MLS# 523955

## 330 MOON DRIVE



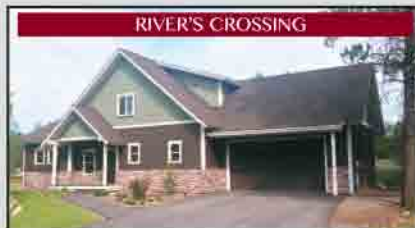
**QUALITY NEW CONSTRUCTION** Low maintenance, central air, 1719 SF, 3 BR, 2.5 BA. Main level master. 2-car garage, large covered porches. South facing mountain views. Adjacent to North Valley Rail Trail. Private Payette River access. \$379,900 MLS# 522346

## COPENHAVER RANCH



**BACKCOUNTRY RANCH LOT** Remote, private 93 acre Wilderness Ranch, w/68 acre common area (including private airstrip & jet boat access). S. Fork Salmon River frontage, views, seclusion. \$55,000 MLS# 521191

## RIVER'S CROSSING



**ALMOST NEW ENERGY EFFICIENT HOME!** 2686 SF, 4 BR, 3 BA, 2-car garage. Main level master. Fabulous great room w/entertainment kitchen, covered back porch. Clubhouse w/pool, hot tub, sauna, exercise equipment. Payette River access. \$449,000 MLS# 523545

**HANGARS FOR SALE! - McCall Municipal Airport. Call for a list!**

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Photo by Bruce Suiyem

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**Boise, ID 83707-1129**



# I FLY SAFE

All drones are aircraft—even the ones at the toy store.  
So when I fly a drone I am a pilot.  
Before I fly I always go through my pre-flight check list.  
I regularly check the safety guidelines at [faa.gov/uas](https://www.faa.gov/uas)

 **Federal Aviation  
Administration**

**FLY SMART, FLY SAFE, AND HAVE FUN!**

[knowbeforeyoufly.org](https://www.knowbeforeyoufly.org) | [faa.gov/uas](https://www.faa.gov/uas)

## PRE-FLIGHT CHECKLIST

- 1 I fly below 400 feet
- 1 I always fly within visual line of sight
- 1 I'm aware of FAA airspace requirements: [faa.gov/go/uastfr](https://www.faa.gov/go/uastfr)
- 1 I never fly over groups of people
- 1 I never fly over stadiums and sports events
- 1 I never fly within 5 miles of an airport without first contacting air traffic control and airport authorities
- 1 I never fly near emergency response efforts such as fires
- 1 I never fly near other aircraft
- 1 I never fly under the influence

